



January Meeting

January 16, 2021



Delivering Cokes was never this much fun. Alan Welch's custom Coca-Cola delivery vehicle is resplendent in white and metal flake red. He also added a full load of Coke cases purchased off ebay.com. You can find the darnedest bargains on accessories online if you look hard. More builds on page 5.

2021 started off right with 10 members attending the January meeting. News and builds were varied as might be expected from this group.

The Down East Con was discussed and a firm date set for the event of July 10. Treasurers report was given by Jim Herriott and dues were collected for the year. That brought the old business segment to an end and we could get down to the serious subject **models!**

Dennis Korn brought magazines to share and a verbal report on his next builds, a resin CSS Hunley and a 1968 Lotus, Indy car.

Jim Herriott displayed his work on a 1/10 scale Allison turbo prop engine.

Jim has most of the subassemblies finished and laid them out on the table to show the relationship of each section. The kit is an Atlantis re-pop of an old Revell release and one that had been desired by many aviation buffs.

Marshall Smith talked about the issues with his build of a V-22 Osprey, we hope to see some results by next meeting.

Jim Gower brought several kits in to dispose during his pruning along with some research photos and several boxes of HO scale armor. Jim also spoke of the Beaufort marine group and invited members to join them at their next meeting.

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Events

Contact and meeting info on regional model building groups and info on upcoming cons and other events.

New Bern Maritime Modelers Guild.
Meets at the VFW hall, 3850 Butler Rd, New Bern, NC the second Saturday of each month at 12:00 noon. For up to date info on their meeting: <https://www.facebook.com/nbmmgnc>

Wilmington, NC Plastic Modelers
Please check their facebook page for meeting info for meetings, normally the first Saturday of every <https://www.facebook.com/groups/117277425006833>

Jacksonville NC Plastic Modelers
meet every third Wednesday at 7:00 pm at The Hobby Chest, 345 Western Blvd, Jacksonville, NC. The Hobby Chest carries a great selection of hobby kits and supplies and is a grand center for tabletop gaming activities. <https://www.facebook.com/groups/1319666224752922>

IPMS Eagle Squadron General meeting 1:00 pm - 3:00 pm at the American Legion post 116 and an Informal Build Night, Hangar 18 Hobbies the last Wednesday of each month a from 6pm-8pm. Hangar 18 has a wonderful meeting space. <https://www.facebook.com/IPMSEagleSquadron>

Carolina Maritime Model Society
Next meeting will be Saturday, January 23, 2:00 pm, at the North Carolina Maritime Museum, 315 Front St., Beaufort, NC. This group builds *(continued on page 2)*

Events

(continued from page 1)

ships and boats and the museum is a great meeting space.

<https://www.facebook.com/CMMSNC>

CMMSNC ■

See full information on our website.

www.ecpm.com

39th Annual Smoky Mtn Model-Con

Presented by

The Knoxville Scale Modelers Assoc.



VISIT OUR WEBSITE FOR DETAILS & IDEAS:

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SATURDAY, March 6
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SEE OVER FOR SHOW
CONTACT INFORMATION
AND DIRECTIONS.

Planes My Father Flew

-by Jeff Maples

So, what happens when I don't have a new build to bring to the ECPM meetings? I just grab an older finished model from the shelf I call, 'Planes My Father Flew.'

Wow! That sounds like a great title to a column for our newsletter.

Well, I don't mind if I do...

This is the 1979 Monogram North American AT-6D Texan (1/48) I did in 2012. (See model photo on pg 5) It's the first in the series of 'dad planes' I have built and the first build since I was 16, 47-years ago.

I bought this kit in 2011 at a Michael's specifically to build for dad. I wasn't concerned with quality. The plane was the right one and the price was low.

I started, exactly, as if I sat down to my 16-year-old self's model bench with artist's brushes, the drug store emery board, fingernail clippers, Testors' bottle and spray can paint, and good old Testors' tube glue. What could have (possibly) changed in the scale modeling world since 1973? Then I bought the latest edition of Fine Scale Modeling.

OMG. I don't have to tell you that the entire world of scale modeling changed. I had to do research on PE to find out what those letters stood for. Then, I had to do research to find out what you did and how you did it with Photo Etch. Lastly, I had to figure out why anyone, in their right mind, would use Photo Etch.

So, I stuck it out with the old school building methods. However, I did take away a few tips from modeling articles I was reading.



6147th Tactical Control Group

I cut away the control surfaces with a single edge razor blade to glue them in a more natural position. In mid-build we moved to Wilmington where I went to Hobby Lobby and bought putty. I used wet or dry sandpaper from Home Depot to smooth out the seams (along with all details:).

The overall base color is Testors rattle can Metallic Silver from (Primer? What's that?). I masked off the areas to be spray painted with Testors Black and Red (Tamiya masking tape? Nope. Who's that?). If it wasn't silver, black, or red then I bought the Testors enamel paint. (Acrylics? God No). I hand brushed the cockpit, wheel wells, and pilot. (Airbrush? No sir).

Footnote: All of my 'dad builds' have a pilot with a 'thumbs up' scratch built on one hand. Of course, this is my dad Billy G. Maples.

The decals were straight from the box and, you guessed it, I had no idea of an After Market industry. No worries as the decals matched up with the few photos I have of dad's USAF days in Korea. However, the decals did go directly on the enamel silver... no gloss clear coat was sprayed first (Old School, baby!). I was, also, not aware of Micro Set and Sol. Still, the

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National Capital Model Soldier Society

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- Modeling Seminars

For details visit our website at **NCMSSClub.org**

South Carolina Mega Show

June 18/19, 2021

No art yet but details are on our website. www.ecpm.com

Down East Con

July 10, 2021

No art yet but details are on our website. www.ecpm.com ■

Planes My Father Flew (continued from page 2)

enamel leveled enough for the decals to lay flat.

I did cheat with the nose art. I couldn't print my own decals at that time, so I printed out dad's jacket 'Mosquito Squadron' patch on paper and glued them on the cowling. This was artistic license on my part as the USAF did not have any nose art on their T-6's.

Lastly, I over sprayed Testors Dull Coat for protection and to kill the shine. These planes were never hangered and were exposed to the elements 24-7. They tied the planes down on PSP (Perforated Steel Planking) which I had to get as the model's base.

By this time in the build (1 year from purchase) I was getting educated to what was available to improve one's model. This would include EZ-Line for the antenna.

I tell people it cost me \$12 for the kit, \$10 in tools, \$20 in paint, and \$20 for the psp base. The look on dad's face when I gave him the T-6 for Father's Day...priceless.

Quick history:

Dad (Billy G Maples) flew the T-6 Texan in the Korean War for the USAF. His job was reconnaissance. He flew in the 'Mosquito Squad-



Lt. Billy Maples, Korea, 1952

ron' for the 6147th Tactical Control Group's Forward Air Control (FAC)

For more reading: https://en.wikipedia.org/wiki/6147th_Tactical_Control_Group.

He found the front lines with the help of the back seat navigator. His T-6 carried smoke grenade racks for a dozen phosphorus smoke rockets. Once they found the enemy front line (usually) in the mountainside, dad would deploy the rockets that would, once striking the terra firma, mark the enemy position with smoke for the fully loaded F-80's coming in fast behind him.

He would have to get so close to the enemy line before launching the smoke rockets, he could see the muzzle blast from the rifles as they shot at him. However, dad says he had the best seat in the house as he did his (quick) 180 degree turn where he could see the Shooting Stars light up the mountainside. ■

-Jeff Maples

Confessions of a Closet Modeler

-By David Stiteler

As a modeler, you may have heard this line before; "You have all these models. When are you actually going to build any of them?" Or the one I have been hearing lately, since we moved our son here from Oklahoma temporarily; "Dad, can you get the boxes of models out of MY closet, so I have more room for my stuff?" Sorry, Bubba. The plan was you weren't going to be here long enough to unpack. I'm done moving them. I have been building models since my father introduced them to me when I was a 5-year-old. Growing up I really got into the hobby. During my junior high and high school years in the winter when the weather was not fit for humans to be outside in Michigan, I would spend the whole weekend building, seldom getting much sleep or food. I had a habit of building 2 or 3 models at a time; when I was waiting for a sub-assembly to dry for paint or glue, I would move on to another model for a bit. I had a great time working like that. It was a great way to just escape and relax.

As life moved on, or as I put it sometimes, got in the way, times to build or escape became fewer and farther between. I joined the service, got married a couple of times, twice to be exact, kids, horses, deployments... you get the idea. I became less of a builder and more of a collector.

Before I knew it 20 or 30 models became 250 models. When my father passed away, a master collector in his own right, my 250 became well over 500. Believe it or not. That was when I started hearing, "You can't possibly build All of these models. What are you going to do with them?" After moving them six or seven times over the years, the last time from Okla-

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Workbench

Classic Airframes 1/48 Fairey Gannet AS.1/4

-John Ratzenberger



This is a kit I've had in the stash for well over 10 years. Alan Welch and I both know Jules Bringuier, the founder/owner of Classic Airframes, from way back then. CA (Jules) focused on subjects other manufacturers wouldn't touch. CA kits were usually relatively low-part count. The fuselage, wings, and other main components were usually in a highly polished low-pressure injection mold. The cockpit/interior, the wheel wells, and other details were resin. The accuracy was usually good, as was the detail, but CA kits had to be built by the modeler - no shake & bake - and their reputation and acceptance varied. I built a number of the CA kits, most notably the Walrus, Defiant TT, and Avro Anson which remain among my favorite ever -- all 3 of them are in the ECPM website articles.

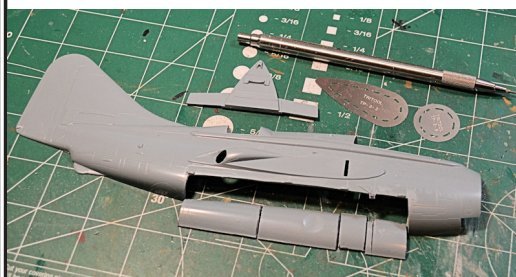
I dug this kit from deep in the stash for an FAA Group Build on my home forum, UAMF. I bit off more than I could chew and although the GB is long done, this kit isn't - and much of that is my fault. Instead of simply building it OOB, I decided to add some aftermarket which I'd also been saving for quite a while.

First, the basic kit. Much of the resin is small parts that were easily cut from their pour blocks, but some -

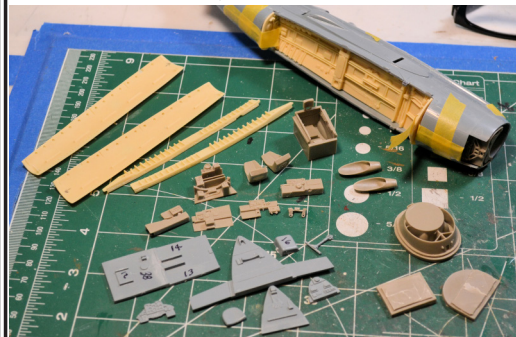
like the nose block, the main & nose gear wells, the rear cockpit - required extensive sawing and sanding. The weapons bay and the wings were the bulk of the modification work. I do not use rotary (Dremel-style) power tools for sawing - I've ruined a few things in the past - and I now stick to hand-sawing. Shown below are some of my favorite resin tools, in particular, the Hasegawa Tritool set available online.



FAA Models produced a 1/48 resin weapons bay and weapons for the CA Gannet. It does require some major surgery (effort, not difficulty) to remove the kit weapons bay doors, but otherwise it's an easy fit.



I needed to get the fuselage ready for the interior and for the weapons bay - that was key to mounting the inner wing sections and determining weight and balance, etc - any Gannet kit will be a major tail-sitter.



Airwaves produced a 1/48 photo-etch wingfold set for the Dynavec-
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Meeting

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Jay Roig displayed the hull of his Revell 1/96 scale USS Kearsarge he has been working on for almost 2 years. Much of that time was spent researching his project for accuracy and to revert the build back to it's wartime configuration. (The kit is of a version updated after the Civil War). We expect a further report on build progress and an article on this kind of research later from Jay.

Alan Welch brought in an unusual build for him, a "custom" 1932 Ford Coca-Cola delivery sedan painted gloss white and metal flake red with rattle cans. He also brought a companion 1923 Model T truck in Coca-Cola livery for comparison.

Jeff Maples returned with another in his series of "Planes My Father Flew", this time an AT-6D trainer. Jeff models the aircraft and pilot to honor his dad, a long time experienced Air Force and commercial pilot.

Mark Gray continued his string of "Heavy Metal" builds with his 90% complete F-16X in 1/32 scale. His "Wild Weasel" was impressive in size and load out to say the least.

David Stiteler spoke of researching several ongoing projects and a series he is beginning in this issue on a problem common to many of us in the hobby. Check out his "Confessions of a Closet Modeler" starting on page 3.

Chuck Colucci brought in two more tanks he completed, A M-48A3 in service in Vietnam, (and looked to be carrying a lot of that country on it's tracks and running gear), and a much cleaner ex-Soviet T-72 in West, or reunified Germany.

It was a good turn out for builds. ■

Model - Block

(continued from page 3)

homa to New Bern, I finally faced the fact that it was time to thin out the herd. So, I sold off a major portion of my collection, keeping about 40 of my most treasured pieces.

Now the dilemma. In the process of managing this hobby I realized that over the years I somehow have about 5 models in various stages of construction. The hobby has also changed a bit since the last time I sat down and built something. Model Master paints, my favorites, are history. What is left out there is hard to come by. Glue has also changed. No more getting a slight buzz on when you are working on something in a not-so ventilated room anymore. Ah,

the good old days. These are just a couple of things holding me up. Well, not really.

The fact is I have not built anything in so long I'm not sure of my skills. Seeing the quality of work coming from those that have dedicated more time doing the hobby has intimidated me just a bit. And I am not that easy to intimidate, but for some reason this has gotten to me. Another reason is when I do give myself some time, and since I am supposed to be retired, I should have time, I sit there and stare at these 5 models in various states of construction and vapor lock-where do I start? I start to over analyze myself and wonder why the hell did I start 5 models at the same time, or did I? What was I thinking? Which one should I work on first? I put so much pressure on just think-

ing about it I get up and walk away, forgetting why I enjoyed the hobby in the first place.

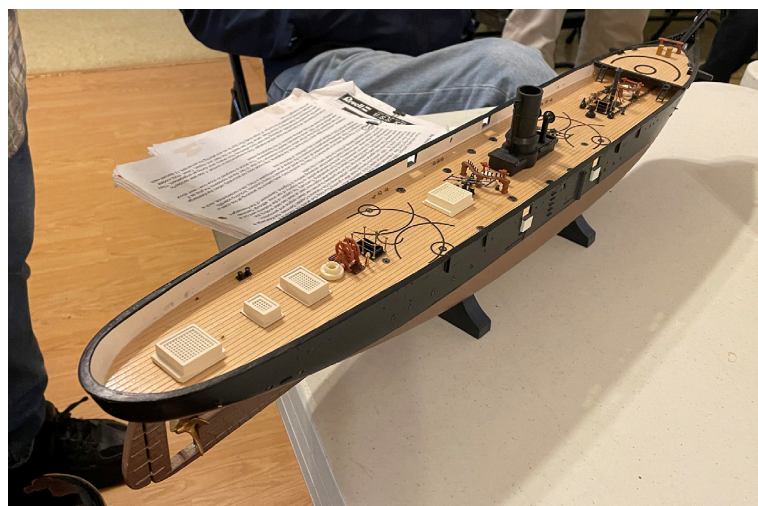
I do not know if any of you have experienced this in your life with this hobby, so if you have, I hope that with my confession it will help you face your fears as it has helped me face mine. Once I faced that fact, I can now find a way to deal with it. All I must do now is sit down, meditate some, and pick one started model and dedicate time to finishing it. Baby steps. Get over the fact that my skills might not be up to the standards I once set for myself, but practice makes or starts to make perfect. And trust that my fellow modelers have been there before as well, and judge not lest be judged. Now, which one.... ■

(-continued next issue)



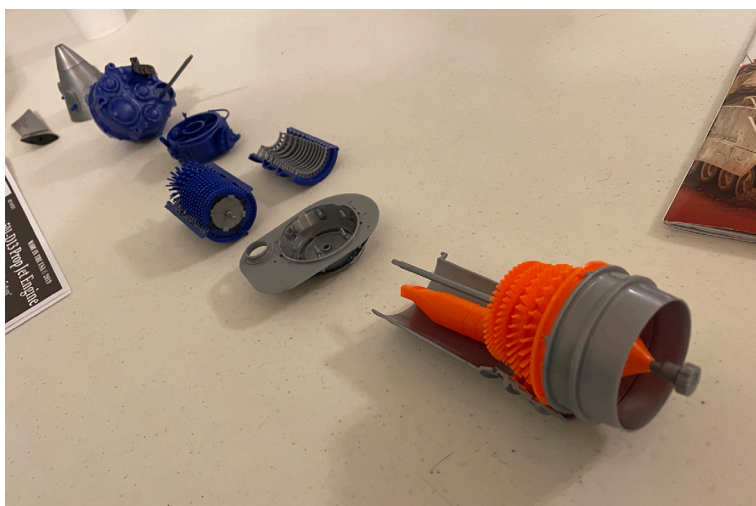
(above) Bow on view of Kearsarge showing bowsprit and smoke funnel. Jay is now adding armament.

(below) Jay Roig's Kearsarge hull is being corrected to the version that did actually fight, (and sink) CSS Alabama.



(above) Jeff Maple's AT-6D with his father in the driver's seat. See Jeff's write up starting on page 2 for details.

(below) Not a crash site but Jim Herriott's Allison turbo-prop engine components displayed before final assembly.





(above) Mark Gray brought a large scale, (1/32), F-16C Wild Weasel, 8th fighter Wing, Kunsan, South Korea. Mighty fine, mighty big bird.

(right) Mark holds the Academy Model Falcon up to show off the load out. Impressive for a light weight fighter.



(above) Chuck Colucci's T-72 seemingly new and pristine. They never got much use once out of Soviet service.

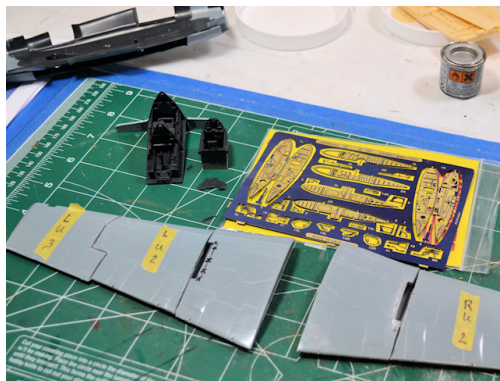
(below) Chuck's M-49A3 after service in S.E.Asia. The mud there was red and pretty much got everywhere.



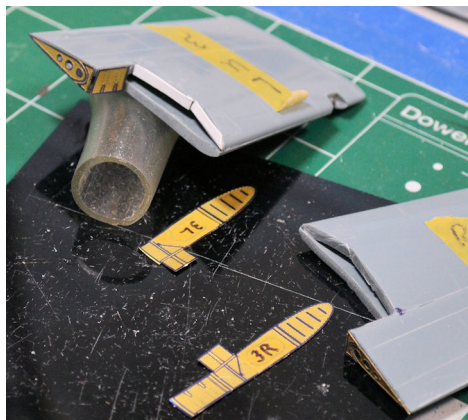
(above) Alan Welch also brought an earlier build, a 1923 Model T Ford delivery truck in Coca-Cola colors to provide context for his new build, the customized Model A pictured on page one.

(continued from page 4)

tor vacform Gannet and I got it out of curiosity when I got the CA kit. This also requires major surgery, both in effort and difficulty, which is multiplied by trying to adapt the the parts designed for one kit to another (CA plastic is much thicker than vacform). Fortunately, the PE wing ribs sorta match the kit wing cross-section so it's a solvable problem.



If you look for a picture of a Gannet, you'll see the wing fold isn't simple - the mid-section of each wing folds back over the canopy then the outer section folds down and out - sort of a "Z" shape.



I needed to cut 4 wing pieces cut into 12 sections so I could mount the photo-etch ribs and prepare to make the folding wings. You'll note that I ended up cutting the PE parts into pieces and fitting them, then doing some filling and sanding to merge them in. No close-up glamour shots here !

There was, and will be, a lot of trial/error and test fit. Not completely addressed is the final assembly se-

quence and the painting. My major goal is to NOT break the folded wings !! So, barring major misfortune, my goal is to have this finished by the end of February.

-John Ratzenberger



SQUADRON

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Squadron, an i con passing?

Suddenly, this month, Squadron Mail Order announced a 70% off sale and just as suddenly within days ceased operations. Without an official explanation this leaves us wondering what the hell happened.

As an ex-department manager for Squadron I can think of a number of options, an operational reorganization, a serious Covid outbreak, actually going out of business, domestic terrorists. At this point no one knows for sure although a google search calls them closed permanently.

Some of our builder friends took advantage of the sale and happily got their merchandize. Others are still waiting. Some have been waiting delivery of orders months old.

Whatever your feelings, positive or negative, on the organization the

passing of an entity which had as much impact on the hobby as did Squadron is, indeed, a sad happening. Will Squadron join the litany of other passed giants such as Monogram, Aurora and Verlinden or will they come out of the event a stronger, wiser company?

If Squadron Mail Order is truly gone does that also include squadron/signal publications and MMD? MMD's website states closed for renovations, whatever that means, as does the website for squadron/signal publications. Even their facebook page is not being updated.

Other, more knowledgeable writers are saying their time is up and we can write them off and I, too, lean that way. I think the jig is up for this incarnation of Squadron.

Will someone pick up the pieces and carry on? Only time will tell. ■

-Alan Welch

Don't forget, next month's meeting will be Saturday, February 20, 12:00 noon till 2:00 pm and all members are urged to bring some new or old builds and Covid masks please.